

**make** (māk) *vb* **1** to bring into being by shaping or altering **2** to form in the mind, a judgment or plan **3** to put together by combining parts **4** to build, construct, formulate, devise, create **5** to prepare for use; arrange **6** to cause to happen

Dept. of Design  
Construction & Land Use  
MAY 18 2004  
**RECEIVED**

May 12, 2004

Robert Scully  
Urban Designer  
Planning & Development Dept.  
700 5th Ave, Ste 2000  
Seattle, WA 98104

**Re: Potential Alternate Elevations and Routing for the Alaska Way Viaduct Replacement Tunnel Alternative**

Dear Mr. Scully:

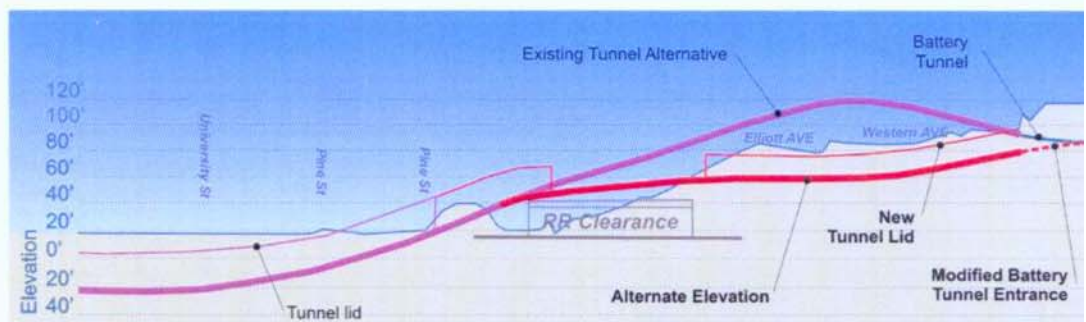
As a follow-up to participating in the City's Waterfront Charrette, the MAKERS + Friends team would like to draw your attention to two ideas regarding the Alaska Way Viaduct Tunnel Alternative:

1. An alternate elevation between Pike/Pine and the Battery Street Tunnel.
2. Routing the northbound lanes under Western Avenue.

**Alternative Elevation between Pike/Pine and Battery Streets**

In the existing Tunnel Alternative, SR 99 surfaces between Pike and Pine and continually increases in elevation to provide adequate clearance over the Railroad, Elliott, and Western Avenues.

Our team suggests tunneling underneath Elliott and Western Avenues rather than crossing these arterials as an elevated structure, as shown in the following illustration. (Our alternative would not affect the elevation gain required for Railroad clearance).



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We believe tunneling under Elliot and Western Avenues better aligns with the City's Central Waterfront Plan goals and would provide the following advantages:

- Improve the visual and physical connection between downtown and the waterfront.
- Provide development opportunities on the blocks occupied by and adjacent to the existing and currently proposed elevated structure.
- Increase tax base revenues available to the City of Seattle.
- Improve driving conditions by decreasing the SR 99 road slope to 5% grade after railroad clearance

This option places SR 99 at a lower elevation at the Battery Street Tunnel entrance and would likely require reworking the portion of the tunnel between Battery Street and Second Avenue. Although this (and other potential issues) could increase this option's costs, we believe its potential advantages warrant its consideration.

### Routing Northbound Lanes under Western Avenue

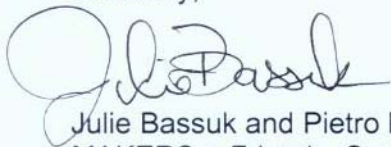
The Tunnel Alternative currently follows the approximate route of the existing Alaska Way Viaduct and will require closing the existing viaduct during some construction phases. As is illustrated, our team suggests placing the northbound lanes in a tunnel under Western Avenue, which has the potential to improve construction phasing, on- off-ramp alignment, and overall road slope.



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Thank you for considering our suggestions to improve the Alaska Way Viaduct Tunnel Alternative. Do not hesitate to contact us if you need more information or would like to discuss this further.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Bassuk".A handwritten signature in blue ink, appearing to read "Pietro Potestà".

Julie Bassuk and Pietro Potestà

MAKERS + Friends, Seattle Central Waterfront Charrette Team 7

Cc: John Rahaim, DPD Executive Director  
Bob Chandler, SDT Strategic Advisor  
Barbara Wilson, Planning Commission Analyst  
Maureen Sullivan, WSDOT Project Manager  
Steve Pearce, SDT Strategic Advisor  
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